

Indeed, Weddle vigorously pursues a secondary thesis: that Spanish colonial studies concerning the Gulf have been hampered by uncritical reliance on older sources, poor geographical knowledge, and historical provincialism. These faults, he implies, are largely corrected in the *Spanish Sea*.

Beginning with the discovery of the Gulf of Mexico in 1508, Weddle presents and analyzes Spanish and English explorations and entradas in the region. Although he adduces much detail and provides a good review of sources, little new is added to the standard narratives of the conquests of Mexico, Yucatan, or of the epic journeys of the Narváez expedition. Treatment of the attempted conquests of Florida by Hernando de Soto and Pedro Menéndez de Avilés is cursory. In the case of de Soto, the author uses documentation from the Archive of the Indies. However, he fails to note the substantial historical and archaeological research on the de Soto and Pardo journeys carried out in the last five years. On the other hand, Weddle emphasizes the key linkup proposed, but never effectuated, by Menéndez and Luis de Carvajal, which would have united Florida with New Spain.

This is a regional history of European expansion, not a study of the cultures of the Native Americans once resident in the area. Still, too little attention is paid in the text to the aborigines whom the Spanish invaders found. Weddle ends by demonstrating how seventeenth-century pirates attempted to fill the gap left when Spanish explorers abandoned their interest in the settlement of the northern Gulf.

Weddle's bibliography reflects three years' research by himself and his research associate in a number of useful document collections. It also discloses some coverage of archival materials. The primary documentation cited, however, is insufficient for such a broad topic and time span, and there are many gaps in the list. An appended glossary contains some errors.

Is this, as Weddle terms other, earlier works, a "survey too broad to be precise"? It is not, quite. Despite its flaws, this book points the way to its author's goal: new interpretations of Spanish colonial history based firmly on the wider use of original sources.

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*Trade, Tribute, and Transportation: The Sixteenth-Century Political Economy of the Valley of Mexico.* By ROSS HASSIG. Norman: University of Oklahoma Press, 1985. Notes. Tables. Illustrations. Figures. Maps. Appendixes. Bibliography. Index. Pp. xvi, 364. Cloth. \$22.95.

A certain amount of research has recently been carried out concerning the development of markets and trade in colonial Mexico. However, the question of transportation of goods has hitherto remained unstudied. It is dealt with in this

book, which presents a two-fold view—before and after the Spanish conquest—of transportation in New Spain in the sixteenth century.

Through the question of conveyance, however, the book presents the whole functioning of pre-Cortesian society and the subsequent colonial world. The first part, which deals with Aztec society, attempts to show how the latter managed to achieve a specific urban model in relation to the constraints of demography, productivity, and transportation. Reconsidering theories concerning tribute, warfare, trade, and the calendar, the author provides us with a general explanation of the Aztec empire. This empire, he assumes, was hegemonic rather than territorial, insofar as its aim was one of political domination over centers. Set in a lake country affording the possibility of conveyance by means of canoes, Tenochtitlán could exploit a large productive area. Beyond the perimeter of that center, the city had at its disposal two ways of exploiting the regions—trade and tribute—choosing one or the other according to the types of transportation favored to carry the goods to the hinterland. Consequently, the economic domination of Tenochtitlán spread in a circular fashion around that city.

The Spanish conquest introduced new means of travel (e.g., mules, carts, and roads), each of which was adapted to a certain type of topography. The consequence of this was the development of various commercial coexisting channels, some developed by Indians and others by Spaniards. In this connection, Hassig provides us with a very original analysis of Indian trade which survived in the sixteenth century, in the very pores of colonial society. He depicts early conflicts between towns concerning the periodicity of marketplaces. He also expounds astonishing views concerning the monetarization of the tribute paid to the Spanish crown, suggesting that this monetarization can be explained in part by the new means of conveyance. Finally, he shows that, putting an end to the circular model of Aztec expansion, the first century of Spanish colonization brought about the geographical fragmentation of New Spain and its subsequent regionalization. One cannot fail to appreciate that this book shows that the question of transportation, too often forgotten, can explain many developments of pre-Columbian and colonial Mexico.

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*The Mixtecs in Ancient and Colonial Times.* By RONALD SPORES. Norman: University of Oklahoma Press, 1984. Illustrations. Maps. Notes. Bibliography. Index. Pp. xiv, 263. Cloth. \$27.50.

This work expands and develops, with new information, findings discussed in the same author's earlier work, *The Mixtec Kings and Their People* (1967). Spores has published in considerable depth on the archaeology and history of the Mixteca region of western Oaxaca, with particular reference to its most populous and pro-